SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

150

To Take Effect Sunday, February 14, 1932, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

J. D. BRENNAN,
Superintendent.

FRESNO SUBDIVISION

Capacity of Sidings in Car Lengths				26 Owl West Coast	56 Tehachapi	96 Motor	10 Santa Fe Motor	52 San Joaquin	58 Sequoia	Distance from San Francisco	Time Table No. 150 February 14, 1932 STATIONS	Distance from Bakersfield	25 Owl West Coast	55 Tehachapi	95 Motor	5 Santa Fe Motor	51 San Joaquin	57 Sequoia			
				EASTWARD FIRST CLASS									WESTWARD FIRST CLASS								
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
WOTYP Yard										201.8	FRESNO YARD 1.4	111.1									
										203.2	F. T. Co. Crossing 2.3	109.7									
BKWOTYP Yard				11.45PM	8.30PM			1.55PM	7.00AM	205.5	TO-R FRESNO 2.8	107.4	s 2.50AM	7.25AM			s 4.20PM	s 10.30PM			
										208.3	CALWA 0.8	104.6									
I P				11.55	8.40			2.05	**7.13**	209.1	TO CALWA TOWER A. T. & S. F. Crossing 1.3	103.8	2.38	**7.13**			4.09	10.18			
59 P				11.57PM	f 8.42			2.07	7.15	210.4	MALAGA 4.7	102.5	2.35	f 7.11			4.07	10.16			
118 P				12.03AM	f 8.50			2.13	f 7.21	215.1	TO FOWLER 5.6	97.8	2.28	f 7.04			4.00	f 10.09			
125 Yard WP				f 12.10	s 8.59			f 2.20	s 7.30	220.7	TO SELMA 4.9	92.2	f 2.20	s 6.55			f 3.52	s 10.01			
100 Yard WP				12.16	s 9.08			f 2.28	s 7.40	225.6	TO KINGSBURG 5.7	87.3	2.12	s 6.44			3.44	s 9.52			
106 P				12.23	f 9.16			2.35	7.48	231.3	TRAVER 2.4	81.6	2.05	f 6.33			3.36	9.43			
P				12.26	9.19			2.38	7.51	233.7	CROSS 5.4	79.2	2.02	6.30			3.33	9.40			
94BKWOYP Yard				f 12.33	s **9.30**			f 2.47	s 7.58AM	239.1	TO-R GOSHEN JCT. 6.5	73.8	1.54	s 6.20			f 3.25	**9.30PM**			
59 P				12.41	f 9.43			2.56		245.6	TAGUS 4.1	67.3	1.45	6.05			3.17				
										249.7	TO TULARE TOWER A. T. & S. F. Crossing 0.3	63.2									
89 WP				f 12.50	s 9.53			s **3.10**		250.0	TULARE 5.8	62.9	f 1.36	s 5.55			s **3.10**				
59 P				12.58	10.02			3.18		255.8	OOTOL 4.6	57.1	1.27	5.41			3.02				
83 WP				1.03	s 10.14			f 3.23		260.4	TO TIPTON 6.4	52.5	1.19	s 5.33			2.57				
94 P				**1.10**	f 10.23			3.30		266.8	TO PIXLEY 5.6	46.1	**1.10**	f 5.20			2.50				
83 P				1.16	f 10.31			3.36		272.4	TO EARLIMART 4.1	40.5	1.00	f 5.13							
59 P				1.21	10.37					276.5	RADNOR 4.2	36.4	12.55	5.07			2.40				
82 WP				1.26	s 10.46			s 3.45		280.7	TO DELANO 6.3	32.2	12.49	s 5.01			s 2.35				
59 P				1.33	f 10.54			3.52		287.0	TO Mc FARLAND 5.6	25.9	12.42	f 4.52			2.27				
79 KWTP				1.40	f 11.03	10.40PM	5.10PM	3.58		292.6	TO-R FAMOSO 3.3	20.3	12.36	f 4.44	s 7.00AM	s 8.20AM	2.21				
59 P				1.44	f 11.07	10.47	5.16			295.9	SLATER 4.6	17.0	12.32	4.39	6.56	8.15	2.17				
82 P				1.49	f 11.13	10.53	5.22	4.06		300.5	LERDO 2.5	12.4	12.27	4.34	f 6.51	8.05	2.12				
90 P				1.52	11.16	10.56	5.25	4.09		303.0	PROSPERO 2.8	9.9	12.24	4.31	6.48	7.59	2.09				
59 P				1.55	f 11.20	11.00	5.29	4.12		305.8	SACO 2.8	7.1	12.20	4.28	6.44	7.53	2.06				
80 P				1.59	11.24	11.04	s 5.33PM	4.15		308.6	R OIL JCT. 2.5	4.8	12.17	4.25	f 6.40	7.47AM	2.03				
52 P				2.03	11.28	11.08		4.19		311.1	NOME 1.8	1.8	12.13	4.21	6.36		1.59				
Yard BKWOTYP				s 2.10AM	s 11.35PM	s 11.15PM		s 4.25PM		312.9	TO-R BAKERSFIELD	0.0	12.07AM	4.15AM	6.30AM		1.53PM				
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(111.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				(2.25) 44.44	(3.05) 34.83	(0.35) 34.80	(0.23) 41.73	(2.30) 42.96	(0.58) 34.93		................Time over District................ ....Average speed per hour..............		(2.43) 39.53	(3.10) 33.91	(0.30) 40.60	(0.33) 23.63	(2.27) 43.83	(1.00) 33.60			

Double Track

A. B. S.

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville Line.
Schedule time and train orders for trains at Oil Jct. apply at Santa Fe junction switch.

OIL BUFFER SPRING SWITCHES

Fresno Yard, Clinton Ave. beginning of double track.—Normal position for eastward main track.
Fresno at west side of Belmont Ave.—Normal position for westward main track.
Fresno at east side of Belmont Ave.—Normal position for eastward main track.
Fresno junction switch Los Banos main track.—Normal position for eastward main track.

ADDITIONAL STATIONS:
Midvalley...........243.4
Burling.............251.5
Alfac...............262.3
Quail...............263.7
Stone...............275.8
Dow.................299.6

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
25	Delano	Receive and Discharge	San Francisco and Sacramento	Los Angeles	Daily
55	Any Station	Discharge		Los Angeles	Daily
52	Any Station	Discharge		Ogden	Daily
26	Delano	Receive and Discharge	Los Angeles	Tracy and Sacramento	Daily

FRESNO SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	FIRST CLASS			Distance from San Francisco			Time Table No. 150 February 14, 1932	Distance from Famoso	FIRST CLASS		
	96 Motor Leave Daily	10 Santa Fe Motor Leave Daily	58 Sequoia Leave Daily				STATIONS		95 Motor Arrive Daily	5 Santa Fe Motor Arrive Daily	57 Sequoia Arrive Daily
BKWOTYP YARD	7.05PM			205.5	TO-R		FRESNO 1.5	104.3	s 10.35AM		
I				207.0	TO		SUNMAID TOWER A. T. & S. F. Crossing 1.5	102.8			
	7.16			208.5			BLOSSOMA 3.3	101.3	f 10.23		
15 P	7.21			211.8			BUTLER 1.2	98.0	f 10.18		
Y				213.0			LOCANS 1.5	96.8	f		
18	7.25			214.5			IVESTA 1.4	95.3	f 10.14		
77 P	f 7.27			215.9			CLOTHO 3.9	93.9	f 10.11		
90 Yard WP	s 7.35			219.8	TO		SANGER 3.0	90.0	s 10.05		
8	f 7.39			222.8			TARN 2.5	87.0	f 9.57		
P	f 7.43			225.3			FARGO 2.6	84.5	f 9.53		
	f 7.47			227.9			LACJAC 0.1	81.9	f 9.49		
				228.0			A. T. & S. F. Crossing (Stop) 1.9	81.8			
85 Yard P	s 7.53			229.9	TO		REEDLEY 5.1	79.9	s 9.43		
63 Yard WP	s 8.02			235.0	TO		DINUBA 2.2	74.8	s 9.33		
P	f			237.2			SMYRNA 2.4	72.6	f		
67 P	f 8.09			239.6			MONSON 4.0	70.2	f 9.23		
				243.6			A. T. & S. F. Crossing (Stop) 2.8	66.2			
18 P	8.22			246.4			TAURUSA 3.0	63.4	f 9.11		
14	s 8.28			249.4	TO		IVANHOE 2.8	60.4	s 9.06		
11 P	f 8.33			252.2			ROCHE 0.9	57.6	f 9.01		
18	8.35			253.1			CAPLIN 4.3	56.7	f 8.59		
74 BKWYP Yard	s 8.50		8.50AM	257.4		Block Signals	TO-R EXETER 3.1	52.4	s 8.50 8.30		s 8.30PM
8	f 8.55		8.55	260.5			BURR 3.8	49.3	8.25		8.24
124 P Yard	s 9.05		s 9.03	264.3			TO LINDSAY 4.3	45.5	s 8.20		s 8.18
32 P	s 9.13		s 9.10	268.6			TO STRATHMORE 2.3	41.2	s 8.10		f 8.08
7	f			270.9			ZANTE 3.5	38.9			
14 P	s 9.35		s 9.20	274.4			PORTERVILLE 0.4	35.4	s 8.00		s 8.00
42 BKWYP Yard	9.39		9.35AM	274.8			TO-R PORTERVILLE-OLIVE ST. 1.7	35.0	7.57		7.45PM
13	9.42			276.5			PONCA 1.5	33.3	7.54		
25	f			278.0			LOIS 4.6	31.8	f		
17 P	f 9.52			282.6			TO TERRA BELLA 4.5	27.2	s 7.45		
69 KP	f 10.00	4.29PM		287.1			TO-R DUCOR 2.9	22.7	f 7.38	s 9.08AM	
17 P	f 10.05	4.35		290.0			ORRIS 1.5	19.8	f 7.32	9.01	
Spur	f	f		291.5			VESTAL 3.4	18.3	f	f	
67 YP	f 10.13	f 4.43		294.9			RICHGROVE 4.1	14.9	f 7.25	f 8.51	
18 P	f 10.20	f 4.50		299.0			JASMIN 10.8	10.8	f 7.19	f 8.42	
4 KWTP	s 10.38PM	s 5.07PM		309.8	TO-R		FAMOSO (104.3)	0.0	7.03AM	8.23AM	
	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily
	(3.33)	(0.38)	(0.45)				Time over district		(3.32)	(0.45)	(0.45)
	29.38	35.84	23.20				Average speed per hour		29.51	29.82	23.20

ADDITIONAL STATIONS:

Goldleaf	209.9	Efco	227.6	Stout	265.8
Eshel (Spur)	210.6	Dorsey	250.8	Lisko (Spur)	272.2
Reka	221.0	Lort	254.0	Kurth (Spur)	273.7
Rusconi (Spur)	221.8	Vance	262.8	Quality (Spur)	295.9
Uva	227.1	Worthing	265.5		

TEHACHAPI SUBDIVISION

	EASTWARD											Time Table No. 150 February 14, 1932			WESTWARD							
	SECOND CLASS				FIRST CLASS										FIRST CLASS					THIRD CLASS		
Capacity of sidings in car lengths.	266	264	262	258	56	22	52	2	26	Distance from San Francisco				Distance from Mojave	55	9	51	21	25	255	261	265
	Freight	Freight	Freight	Freight	Tehachapi	Santa Fe Passenger	San Joaquin	Santa Fe Tourist Express	Owl West Coast						Tehachapi	Santa Fe Mail and Express	San Joaquin	Santa Fe Passenger	Owl West Coast	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
BKWOTYP Yard					**11.55** PM		4.33 PM		2.20 AM	312.9		TO-R BAKERSFIELD 0.7		67.8	s 4.05 AM		s 1.43 PM		s **11.55** PM			
KI P	6.30 PM	11.50 AM	6.05 AM	12.01 AM	11.58 PM	6.20 PM	4.36	8.40 AM	2.23	313.6	A. B. S.	TO-R KERN JCT. 3.4	Double Track	67.1	4.02	10.30 AM	1.40	7.40 PM	11.52	3.50 AM	8.45 AM	11.15 PM
No siding P	6.38	11.58 AM	6.13	12.09	12.03 AM	6.25	4.41	8.45	2.28	317.0		MAGUNDEN 3.1		63.6	3.57	10.24	1.35	7.35	11.45	3.39	8.35	11.04
50 P	6.45	12.05 PM	6.20	12.16	f 12.11	6.29	4.45	8.50	2.32	320.1		EDISON 7.8		60.6	f 3.53	10.19	1.31	7.31	11.41	3.32	8.28	10.57
80 IP	7.00	12.20	6.36	12.31	12.22	6.39	4.55	9.03	2.42	327.9		TO BENA 3.4		52.8	3.42	10.08	1.21	7.21	11.29	3.18	8.12	10.41
85 P	**7.16**	12.28	6.44	12.39	12.28	6.44	5.00	9.09	2.48	331.3		ILMON 3.9		49.4	3.36	10.02	1.16	**7.16**	11.22	3.08	8.02	10.31
East 68 West 68 IWYP	7.27	12.38	6.55	12.50	s 12.38	6.52	s 5.09	s 9.21	**2.56**	335.2		TO CALIENTE 3.0		45.5	s 3.26	s 9.52	s 1.08	s 7.08	11.13	**2.56**	7.50	10.19
82 P	7.36	12.48	7.06	1.00	12.46	**7.00**	5.17	9.30	3.04	338.2		ALLARD 2.3		42.5	3.17	9.44	1.00	**7.00**	11.06	2.40	7.40	10.10
West 71 East 71 IWP	7.43	**12.55**	7.15	1.08	12.52	7.07	5.22	**9.39**	**3.11**	340.5		TO BEALVILLE 1.8		40.2	**3.11**	**9.39**	**12.55**	6.55	11.01	2.33	7.33	10.04
71 IP	7.49	1.01	**7.27**	1.14	12.57	7.13	5.26	9.44	3.16	342.8		CLIFF 3.2		38.4	3.05	9.35	12.51	6.51	10.56	2.27	**7.27**	9.57
East 73 West 73 P	7.59	1.13	7.37	1.26	1.05	7.21	5.33	9.53	3.24	345.5		ROWEN 3.3		35.2	2.56	9.28	12.44	6.44	10.49	2.17	7.17	9.46
123 IWP House 66	8.20	1.36	7.55	1.41	f 1.15	7.31	f 5.41	10.02	3.33	348.8		TO WOODFORD 3.0		31.9	f 2.48	9.21	f 12.37	6.37	10.42	2.07	7.07	9.37
99 P	8.35	1.51	8.11	**1.57**	1.24	7.39	5.49	10.11	3.40	351.8		WALONG 2.3		28.9	2.40	9.14	12.30	6.30	10.35	**1.57**	6.57	9.25
West 69 East 69 IWP	8.45	2.01	8.21	2.15	1.32	7.48	5.55	10.18	3.47	354.1		MARCEL 2.6		26.6	2.34	9.09	12.25	6.25	10.30	1.50	6.50	9.17
81 P	**8.59**	2.15	8.35	**2.27**	**1.41**	7.57	6.01	10.27	3.55	356.7		CABLE 3.9		24.0	**2.27**	9.03	12.19	6.19	10.24	**1.41**	6.42	**8.59**
122 IWP Yard	9.14	2.30	8.50	2.45	f 1.55	f 8.10	s **6.09**	s 10.40	f 4.05	360.6		TO-R TEHACHAPI 1.8	Double Track	20.1	s 2.17	s 8.53	s 12.09	s **6.09**	f 10.15	1.25	6.30	8.40
100 YP	9.29	2.45	9.05	3.00	2.00	8.13	6.14	10.45	4.12	362.4		SUMMIT SWITCH 2.6		18.3	2.11	8.49	12.06	6.00	10.12	1.21	6.26	8.35
70 P	9.34	2.50	9.10	3.05	f 2.06	8.17	f 6.20	10.49	4.17	365.0		MONOLITH 3.0		15.7	s 2.07	8.45	f 12.02 PM	5.55	10.08	1.15	6.20	8.29
YP Yard										368.0		ERIC 1.9		12.7								
WP	9.45	3.01	9.21	3.16	2.15	8.24	6.28	10.57	4.24	369.9		CAMERON 4.4		10.8	f 1.57	8.37	11.54 AM	5.47	10.01	1.00	6.05	8.10
78 P	10.00	3.16	9.36	3.31	2.24	8.32	6.36	11.07	4.33	374.3		WARREN 6.4		6.4	1.45	8.27	11.44	5.34	9.49	12.45	5.50	7.55
Yard BKWOTYP	10.25 PM	3.40 PM	10.00 AM	3.55 AM	s 2.37 AM	s 8.45 PM	s 6.49 PM	s 11.20 AM	s 4.46 AM	380.7		TO-R MOJAVE		0.0	1.27 AM	8.10 AM	11.27 AM	5.15 PM	9.31 PM	12.25 AM	5.30 AM	7.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.55) 17.13	(3.50) 17.50	(3.55) 17.13	(3.54) 17.17	(2.42) 25.11	(2.25) 27.76	(2.16) 29.91	(2.40) 25.16	(2.26) 27.86			........Time over District ....Average speed per hour.......			(2.38) 25.74	(2.20) 28.75	(2.16) 29.91	(2.25) 27.76	(2.24) 28.52	(3.25) 19.63	(3.15) 20.64	(3.45) 17.89

Schedule time and train orders at Tehachapi apply at end of double track.

OIL BUFFER SPRING SWITCHES

Bena at end of double track.—Normal position for westward main track.
Ilmon at west end.—Normal position for main track.
Allard at west end.—Normal position for main track.
Rowen at west end.—Normal position for main track.
Walong at west end.—Normal position for main track.
Cable at west end.—Normal position for main track.
Tehachapi at west end.—Normal position for main track.
Summit Switch at east end.—Normal position for eastward main track.

MOJAVE SUBDIVISION

	EASTWARD										Time Table No. 150 February 14, 1932		WESTWARD						
	SECOND CLASS				FIRST CLASS								FIRST CLASS			THIRD CLASS			
Capacity of sidings in car lengths.	266 Freight	264 Freight	258 Freight	322 Local Freight	52 San Joaquin	26 Owl West Coast	56 Tehachapi	Distance from San Francisco			STATIONS	Distance from Saugus	51 San Joaquin	25 Owl West Coast	55 Tehachapi	261 Freight	323 Local Freight	265 Freight	255 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
BKWOTYP Yard	11.25PM	4.50PM	5.10AM	3.30AM	6.52PM	4.56AM	2.55AM	380.7	A. B. S.	TO-R	MOJAVE	69.9	s 11.24AM	s 9.21PM	s 1.12AM	5.10AM	3.30PM	6.45PM	12.10AM
84 P	11.35	5.00	5.20	3.40	6.58	5.02	3.02	384.8			4.1 FLETA	65.8	11.16	9.13	1.04	5.02	3.15	6.30	11.59PM
85 P	11.40	5.05	5.25	3.50	7.03	5.06	3.06	387.3			2.5 GLOSTER	63.3	11.13	9.10	1.00	4.50	3.05	6.22	11.54
81 P	11.46	5.11	5.31	4.00	7.07	5.10	3.11	390.4			3.1 ANSEL	60.2	11.09	9.06	12.55	4.43	2.55	6.15	11.46
80 P	11.53PM	5.18	5.38	4.10	7.12	5.15	f 3.18	394.3			3.9 ROSAMOND	56.3	11.04	9.01	f 12.49	4.36	2.45	6.08	11.33
50 P	12.03AM	5.28	5.48	4.26	7.19	5.23	3.27	399.9			5.6 OBAN	50.7	10.57	8.54	12.40	4.26	2.30	5.58	11.23
BKWP 70 Yard	12.31	5.48	6.08	4.45	s 7.27	5.31	s 3.38	405.5		TO-R	5.6 LANCASTER	45.1	s 10.49	f 8.47	s 12.31	4.16	2.10	5.48	11.13
50 P	12.43	6.00	6.20	5.10	7.35	5.38	3.45	409.8			4.3 DENIS	40.8	10.42	8.40	12.18	4.08	1.50	5.32	11.05
68 WOY P	12.51	6.08	6.28	5.30	f 7.42	5.45	s 3.54	413.8		TO-R	4.0 PALMDALE	36.8	f 10.37	8.35	s 12.11	3.54	1.40	5.24	10.57
90 P	12.58	6.15	6.35	5.51	7.48	5.51	4.02	416.3			2.5 HAROLD	34.3	10.32	8.31	12.02AM	3.48	1.25	5.15	10.51
East 94 Yard West 94 YP	1.25	6.45	7.05	7.05	8.01	6.05	4.17	420.5		TO	4.2 VINCENT	30.1	10.23	8.22	11.52PM	3.35	1.10	5.00	10.38
84 P	1.40	6.59	7.19	7.29	8.12	6.17	4.28	425.0			4.5 PARIS	25.6	10.13	8.12	11.41	3.21	12.39	4.28	10.13
32 P	1.45	7.03	7.23	7.33		6.20	f 4.31	426.1			1.1 ACTON	24.5		8.09	f 11.38		12.35	4.20	10.09
95 WP	2.03	7.21	7.41	7.51	8.23	6.28	f 4.39	429.0			2.9 RAVENNA	21.6	10.04	8.02	f 11.30	3.09	12.25	4.10	9.55
82 P	2.20	7.50	7.58	8.08	8.35	6.41	4.53	434.6			5.6 RUSS	16.0	9.52	7.50	11.15	2.52	12.05PM	3.18	9.35
17 Spur								436.0			1.4 ALPINE	14.6							
101 WP	2.39	8.05	8.11	8.25	8.44	6.52	f 5.04	438.8		TO	2.8 LANG	11.8	9.43	7.40	f 11.04	2.39	11.45AM	3.05	9.10
85 P	2.53	8.18	8.24	8.38	8.54	7.03	5.15	443.1			4.3 HUMPHREYS	7.5		7.27	f 10.52	2.27	11.15	2.29	8.54
81 P	3.05	8.31	8.36	8.55	9.03	7.14	5.25	446.9			3.8 HONBY	3.7	9.25	7.18	10.43	2.16	11.00	2.05	8.31
W 80 E 73 BKWOYYard P	3.20AM	8.55PM	8.50AM	9.17AM	f 9.12PM	7.25AM	s 5.35AM	450.6		TO-R	3.7 SAUGUS	0.0	9.17AM	7.10PM	10.35PM	2.05AM	10.45AM	1.29PM	8.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily				69.9		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(3 55) 17.84	(4.05) 17.11	(3 40) 19.06	(5.47) 12.08	(2.20) 29.92	(2.29) 28.14	(2.40) 26.21				.... Time over District .... Average speed per hour		(2.07) 33.02	(2.11) 32.01	(2.37) 26.71	(3.05) 22.63	(4.45) 14.71	(5.16) 13.27	(3.50) 18.23

At Saugus: San Joaquin Division time table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division time table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
26	Lancaster	Receive and Discharge	Los Angeles	Lathrop	Daily
26	Saugus	Discharge		Fresno	Daily
25	Saugus	Receive	Fresno		Daily

FRESNO SUBDIVISION

	EASTWARD						WESTWARD	
	FIRST CLASS				Time Table No. 150 February 14, 1932		FIRST CLASS	SECOND CLASS
Capacity of Sidings in Car Lengths	314 Mixed	58 Sequoia	Distance from San Francisco		Coalinga, Kerman and Visalia Branches	Distance from Exeter	57 Sequoia	315 Mixed
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
			272.0		LEROY	77.0		
					2.1			
16 Spur			269.9		ORUMP	74.9		
					1.5			
71 BKYP Yard			268.4	TO-R	COALINGA	73.4		
					1.7			
38 FP			266.7		ORA	71.7		
					6.7			
14 P			260.0		TURK	65.0		
					7.3			
39 P			252.7		HURON	57.7		
					6.6			
48 P			246.1	TO	WESTHAVEN	51.1		
					6.7			
5 P			239.4		LETHENT	44.4		
					2.9			
65 YP			236.5		ROSSI	41.5		
					1.1			
14 Spur			235.4		HEINLEN	40.4		
					1.5			
57 P			233.9	TO	LEMOORE	38.9		
					2.7			
Spur			231.2		ORION	36.2		
					2.1			
East 40 } WYP West 35 } Yard	6.50 AM		229.1	TO-R	ARMONA	34.1		s 7.40 AM
					3.1			
I			232.2		A. T. & S. F. CROSSING	31.0		
					0.3			
66 P Yard	s 7.00 AM		232.5	TO	HANFORD	30.7		7.30 AM
					1.4			
Spur			233.9		SHELL	29.3		
					3.7			
54			237.6		REMNOY	25.6		
					7.7			
94 BKWOYP Yard		8.01 AM	245.8	A. B. S. { TO-R	GOSHEN JCT.	17.9	s 9.25 PM	
					7.8			
41 P		s 8.21	253.1	A. B. S. { TO	VISALIA	10.1	s 9.05	
					0.1			
			253.2		A. T. & S. F. CROSSING Stop	10.0		
					2.0			
P		8.29	255.2		AMBLER	8.0	8.50	
					2.1			
Spur			257.8		RECTOR	5.9		
					1.7			
7 P		8.35	259.0		FARMERSVILLE	4.2	8.43	
					1.2			
P		8.37	260.2	A. B. S. {	GIANT OAK	3.0	8.40	
					3.0			
74 BKWYP		s 8.45 AM	263.2	TO-R	EXETER	0.0	8.33 PM	
	Arrive Daily Ex. Sunday	Arrive Daily			(7.70)		Leave Daily	Leave Daily Ex. Sunday
	(0.10) 20.40	(0.44) 24.40			...........Time over District........ ...... .Average speed per hour........		(0.52) 20.65	(0.10) 20.40

	EASTWARD						WESTWARD
					Time Table No. 150 February 14, 1932		
Capacity of Sidings in Car Lengths			Distance from San Francisco		Oil City Branch	Distance from Oil City	
					STATIONS		
Y			308.6	R	OIL JCT.	5.1	
					2.5		
			311.1		SEGURO	2.6	
					0.5		
			311.6		MALTHA	2.1	
					2.1		
			313.7		OIL CITY	0.0	
					5.1		
					........Time over District......... ....Average speed per hour.......		

Note.—Oil Jct. to Oil City operated as part of Bakersfield yard.

EASTWARD						WESTWARD
				Time Table No. 150 February 14, 1932		SECOND CLASS
Capacity of sidings in car lengths		Distance from San Francisco		Riverdale Branch	Distance from Hardwick	315 Mixed
				STATIONS		Arrive Daily Ex. Sunday
Y		181.9	R	INGLE	42.8	10.30 AM
				5.3		
39		187.2		TRANQUILITY	37.0	s 10.10
				4.5		
56		191.7		SAN JOAQUIN	32.5	s 9.58
				3.2		
7		194.9		CALDWELL	29.3	f 9.48
				3.8		
Spur 1		198.7		NARES	25.5	
				0.3		
25		199.0	TO	HELM	25.2	f 9.38
				7.2		
20		206.2		BURREL	18.0	s 9.18
				3.2		
		209.4		BENDER	14.8	f 9.08
				5.2		
7		214.6	TO	RIVERDALE	9.6	s 8.55
				2.6		
Spur 4		217.2		ROBINSON	7.0	f 8.43
				2.0		
Spur 3		219.2		HUB	5.0	f 8.37
				1.8		
		221.0		LATON & WESTERN RY. CROSSING (Stop)	3.2	
				0.8		
Spur		221.8		LYNN	2.4	f 8.28
				1.7		
Spur 11		223.5		HASSET	0.7	
				0.7		
52 Yard		224.2	R	HARDWICK	0.0	8.20 AM
				(42.3)		Leave Daily Ex. Sunday
				..............Time over District............... ....Average speed per hour..............		(2.10) 19.52

EASTWARD						WESTWARD
	FIRST CLASS			Time Table No. 150 February 14, 1932		SECOND CLASS
Capacity of sidings in car lengths	314 Mixed	Distance from San Francisco		Kerman Branch	Distance from Armona	315 Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
48 BKWYP	5.00 AM	193.0	TO-R	KERMAN	36.1	
				6.7		
59	f 5.15	199.7		MCMULLIN	29.4	
				5.4		
39	f 5.30	205.1		RAISIN CITY	24.0	
				5.6		
48	f 5.45	210.7	TO	CARUTHERS	18.4	
				6.1		
39	f 6.00	216.8		CANDO	12.3	
				3.5		
		220.3		LATON & WESTERN RY. CROSSING (Stop)	8.8	
				0.3		
11	f 6.10	220 6		LILLIS	8.5	
				2.4		
47 Yard	s 6.15	223.0	R	HARDWICK	6.1	s 8.15 AM
				2.3		
	f 6.20	225.3		KIMBLE	3.8	f 8.10
				3.8		
40 WYP	s 6.30 AM	229.1	TO-R	ARMONA	0.0	8.00 AM
	Arrive Daily Ex. Sunday			(36.1)		Leave Daily Ex. Sunday
	(1.30) 24.06			..............Time over District.............. ....Average speed per hour............		(0.15) 24.40

FRESNO SUBDIVISION

Time Table No. 150
February 14, 1932

Clovis Branch

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Friant
Yard BKWOTYP	205.5	TO-R	FRESNO 1.6	24.4
I	207.1		FRESNO TOWER A. T. & S. F. CROSSING 2.3	22.8
Spur	209.4		BARTON 2.2	20.5
Spur 18	211.6		GRANZ 0.2	18.3
Spur 44	211.8		MALTERMORO 0.3	18.1
	212.1		NAVIN 0.8	17.8
10	212.9		LAS PALMAS 0.3	17.0
	213.2		FRESNO INTERURBAN RY. CROSSING 0.4	16.7
Spur 125	213.6		EGGERS 0.3	16.3
9	213.9		VANRIS 1.0	16.0
27	214.9		TARPEY 1.2	15.0
17	216.1		MELVIN 1.3	13.8
37 W	217.4	TO	CLOVIS 1.1	12.5
7	218.5		GLORIETTA 2.4	11.4
67 K	220.9	R	PINEDALE JCT. 2.0	9.0
38	222.9		GORDON 0.7	7.0
31	223.6		EL PRADO 2.1	6.3
	225.7		ROCKFIELD 0.3	4.2
	226.0		GAND 3.9	3.9
63 BKWT Yard	229.9	TO-R	FRIANT	0.0
			(24.4)	

..................Time over District..................
..............Average speed per hour..............

Time Table No. 150
February 14, 1932

Springville Branch

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Springville
Yard 42 BKWYP	274.8	TO-R	PORTERVILLE-OLIVE ST. 0.8	15.9
	275.6		A. T & S. F. CROSSING (Stop) 2.5	15.1
10 Spur	278.1		ADOBE 0.5	12.6
	278.6		PERNU JCT. 1.4	12.1
15	280.0		WORTH 1.6	10.7
Spur	281.6		MAGNESITE JCT. 0.8	9.1
26	282.4		SUCCESS 5.7	8.3
	288.1		CLAVICLE 2.6	2.6
17 Y	290.7		SPRINGVILLE	0.0
			(15.9)	

..................Time over District..................
..............Average speed per hour..............

Time Table No. 150
February 14, 1932

Pernu Branch

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Pernu
	278.6	PERNU JCT. 0.7	1.3
Spur	279.3	TANDY 0.6	0.6
Spur	279.9	PERNU	0.0
		(1.3)	

..................Time over District..................
..............Average speed per hour..............

Time Table No. 150
February 14, 1932

Stratford Branch

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Stratford
41 Y	244.1	TO-R	STRATFORD 4.2	0.0
39	239.9		CUNEO 3.4	4.2
65 YP	236.5		ROSSI	7.6
			(7.6)	

..................Time over District..................
..............Average speed per hour..............

Time Table No. 150
February 14, 1932

Richgrove Branch

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Jovista
72	294.9	RICHGROVE 2.7	4.1
50	297.6	TROCHA 1.4	1.4
18	299.0	JOVISTA	0.0
		(4.1)	

..................Time over District..................
..............Average speed per hour..............

FRESNO SUBDIVISION

EASTWARD — SECOND CLASS

Time Table No. 150
February 14, 1932

WESTWARD — THIRD CLASS

Capacity of Sidings in Car Lengths	152 Sunset Ry. Freight Leave Daily Ex. Sunday	Distance from San Francisco		McKittrick Branch STATIONS	Distance from Olig	151 Sunset Ry. Freight Arrive Daily Ex. Sunday
KI	4.15 AM	313.6	TO-R	KERN JCT. 1.7	49.1	12.30 PM
		315.3		BAKERSFIELD CORRALS 1.4	47.4	
15		316.7		STRADER 2.1	46.0	
43 P	4.40	318.8		WIBLE ORCHARD 1.7	43.9	12.15
		320.5		VENOLA 2.1	42.2	
54 YP	4.50 AM	322.6	R	GOSFORD 5.8	40.1	12.05 PM
46 WP		328.4		STEVENS 2.3	34.3	
Spur 3		330.7		STRAND 5.4	32.0	
		336.1		RIO BRAVO 6.7	26.6	
		342.8		BOWERBANK 2.6	19.9	
		345.4		KILOWATT 0.9	17.3	
91 P		346.3	TO	BUTTONWILLOW 4.2	16.4	
64 P		350.5		LOKERN 10.1	12.2	
30 YP		360.6	TO-R	McKITTRICK 2.1	2.1	
		362.7	R	OLIG	0.0	
	Arrive Daily Ex. Sunday			(49.1)		Leave Daily Ex. Sunday
	(0.35) 15.42			Time over District Average speed per hour		(0.25) 21.60

TEHACHAPI SUBDIVISION

EASTWARD

Time Table No. 150
February 14, 1932

WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	Arvin Branch STATIONS	Distance from Arvin
	316.6	MAGUNDEN 0.3	16.5
	316.9	ALGOSO 7.7	16.2
	324.6	LAMONT 2.2	8.5
	326.8	RIBIER 2.0	6.3
	328.8	DI GIORGIO 1.9	4.3
	330.7	GIFFIN JCT. 2.4	2.4
	333.1	ARVIN	0.0
		(16.5)	
		Time over District Average speed per hour	

Additional Stations
GIFFIN.....332.1 (on Spur 1.4 miles from Giffin Jct.)
VACCARO..334.4(on Spur 1.3 miles from Arvin)

MOJAVE SUBDIVISION

EASTWARD — FIRST CLASS

Time Table No. 150
February 14, 1932

WESTWARD — FIRST CLASS

Capacity of sidings in car lengths.	88 Mixed Leave Daily	Distance from San Francisco		Owenyo Branch STATIONS	Distance from Owenyo	89 Mixed Arrive Daily
BKWOTYP Yard	3.05 AM	380.7	TO-R	MOJAVE 1.3	143.5	s 12.30 AM
45	f 3.10	380.8		CHAFFEE 3.2	142.2	f 12.20
48	f 3.16	384.0		CAMBIO 4.3	139.0	f 12.05 AM
47	f 3.24	388.3		TRESCAPE 4.6	134.7	f 11.55 PM
48	f 3.33	392.9		NEURALIA 4.4	130.1	f 11.45
48	f 3.41	397.3		CINCO 5.2	125.7	f 11.30
East 48 W West 48	s 3.51	402.5		CANTIL 2.8	120.5	s 11.15
Spur 15	f	405.3		GYPSITE 2.2	117.7	f
39	f 4.01	407.5		CENEDA 1.0	115.5	f 10.50
2	f 4.03	408.5		SALTDALE 2.1	114.5	f 10.48
	f	410.6		TOBY 1.6	112.4	f
East 48 Y West 70	f 4.10	412.2		GARLOCK 4.2	110.8	f 10.40
48	f 4.18	416.4		GOLER 4.1	106.6	f 10.31
48	f 4.26	420.5		RAND 4.1	102.5	f 10.22
48	f 4.34	424.6		TEAGLE 3.8	98.4	f 10.13
48 Y Yard	s 5.00	428.4	TO-R	SEARLES 4.4	94.6	s 10.05
48	f 5.10	432.8		RADEMACHER 5.5	90.2	f 9.35
52	f 5.21	438.3		CODE 4.1	84.7	f 9.20
48	f 5.30	442.4		TERESE 4.8	80.6	f 9.10
48	s 5.45	447.2	TO	INYOKERN 4.5	75.8	s 8.55
49 W	f 5.55	451.7		LELITER 4.6	71.3	f 8.40
48	s 6.05	456.3		BROWN 4.4	66.7	s 8.30
48	f 6.15	460.7		LINNIE 3.6	62.3	f 8.15
48	f 6.23	464.3		NARKA 4.0	58.7	f 8.05
47	s 6.35	468.3		LITTLE LAKE 3.2	54.7	s 7.55
48 Y	f 6.45	471.5		COSO 4.1	51.5	f 7.40
48	f 6.55	475.6		SYKES 4.3	47.4	f 7.30
48	f 7.05	479.9		TALUS 4.2	43.1	f 7.20
47 W	f 7.20	484.1		HAIWEE 4.4	38.9	s 7.10
52	f 7.32	488.5		LOCO 4.8	34.5	f 7.00
48	f 7.42	493.3		OLANCHA 4.4	29.7	s 6.50
52	s 8.15	497.7	TO	CARTAGO 4.6	25.3	s 6.35
52	f 8.25	502.3		MONACHEE 4.0	20.7	f 6.01
52	f 8.33	506.3		BRIER 2.9	16.7	f 5.54
	f	509.2		BARTLETT 1.1	13.8	f
52	f 8.41	510.3		SKINNER 4.0	12.7	f 5.47
52 W	f 8.50	514.3		DIAZ 4.5	8.7	f 5.40
East 56 West 52	s 9.45	518.8		LONE PINE 4.2	4.2	s 5.30
37 BKOY Yard	s 9.55 AM	523.0	TO-R	OWENYO	0.0	5.15 PM
	Arrive Daily			(143.5)		Leave Daily
	(6.50) 20.00			Time over District Average speed per hour		(7.15) 15.19

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco

Fresno, 1205 Fullton St.	Bert Fuller
Porterville	Frank Haener
Hanford	Hanford Jewelry Co.
Bakersfield, 902 Baker St.	Chas. E. Baab
Coalinga	A. Rees
Visalia	C. T. Kathe
Los Angeles, 445 So. Spring St.	G. D. Davidson Co.
Los Angeles, 301 O. T. Johnson Bldg.	Newton Moore
Los Angeles, 2708 No. Broadway	O. H. Patzer

RULE 3. Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso	Trains on Exeter main track.
Ducor	Trains on Minkler-Southern Branch.
Exeter	Trains on Visalia Branch.
Hardwick	Trains on Riverdale Branch.
Ingle	Trains on Riverdale Branch.
Goshen Jct.	Trains on Kerman Branch.

RULE 14 (e). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno	Trains on Exeter main track and Clovis Branch.
Porterville	Trains on Springville Branch.
Rossi	Trains on Stratford Branch.
Goshen Junction	Trains on Visalia Branch.
Ingle	Trains on Riverdale Branch.
Richgrove	Trains on Richgrove Branch.
Magunden	Trains on Arvin Branch.
Mojave	Trains on Owenyo Branch.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Train register is not maintained at Calwa Tower. If positive observation check be made between Fresno and Calwa Tower, it will apply at end of double track.

When helper engineers identify first-class trains on the opposite track between Mojave and Tehachapi, it will not be necessary to obtain a check of such trains before making movements in the same direction from Eric or Summit switch.

RULE 83 (A). At the following stations, only the trains indicated will register:

Fresno	Trains originating and terminating.
Oil Jct.	
Searles	
Lancaster	
Palmdale	
Famoso	Trains to and from Exeter main track.
Tehachapi	First and second class trains, and trains originating and terminating.

Extras register at Porterville Olive St., Exeter, Goshen Jct. Armona, Hardwick, and Friant.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Goshen Jct.	Nos. 25, 26, 51 and 52.
Kern Jct.	Santa Fe trains, S. P. first class trains and Westward light engines.
Tehachapi	First and second class trains.
Porterville Olive St.	First class trains.
Famoso	Trains to and from Exeter Main Track.

Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

RULE 83 (D). Westward Santa Fe trains via Southern Pacific will get clearance and train orders from operator Santa Fe station Bakersfield authorizing movement from Oil Junction westward.

Eastward Clovis Branch trains destined to Fresno Interurban secure train orders or clearance from operator at Fresno Tower, authorizing movement over Fresno Interurban.

No. 10 may leave Ducor without clearance when operator not on duty.

Conductors and Engineers from Riverdale Branch to Western Division, in addition to orders and clearance signed by Chief Dispatcher of Western Division, authorizing movement from Ingle to Kerman on Los Banos subdivision of Western Division, will also in all cases procure from operator at the same point where such orders and clearances are issued, clearance signed by Chief Dispatcher of the San Joaquin Division.

Trains must obtain clearance card before leaving:

McKittrick	Westward trains.
Goshen Jct.	All trains via Hanford and Visalia.

RULE 93. YARD LIMITS: Are defined by yard limit signs at the following stations:

Fresno
Goshen Jct.
Coalinga
Armona
Hardwick
Hanford
Sanger
Reedley
Bakersfield
Visalia
Exeter
Lindsay
Porterville Olive St.
Dinuba
Kingsburg
Friant
Tehachapi
Summit Switch
Eric
Mojave
Searles
Owenyo
Saugus
Selma
Lancaster
Vincent

Fresno Yard: Limits are defined by yard limit signs at the following points:

Kerman Line	Mile Post 206.32.
Merced Line	Mile Post 199.08.
Bakersfield Line	Mile Post 210.81.
Exeter Main Track	Mile Post 208.15.
Clovis Branch	Mile Post 209.6.

Between Calwa Tower and Clinton Ave. trains and yard engines may move with current of traffic irrespective of time table authority, using every precaution to avoid delaying passenger trains.

Trains or engines will not move against the current of traffic on double track between Belmont Avenue and Clinton Avenue, except on authority of Yardmaster and, when making movement against current of traffic must be preceded by flagman over Railway and Street crossings at grade, protecting these crossings during this movement.

On section of single track between Divisadero St. and Clinton Ave., movements will be governed by block signals, except, trains shall not pass Signal 2037 and Signal 2036 at "Stop" unless preceded by flagman over this section of track. Trains must not pass Clinton Ave. until given proceed signal by switchtender with green flag by day and green light by night. Light engines handled between Fresno Yard and Fresno will move into and out of Roundhouse at Merced St. instead of Divisadero St.

Oil spring switch located at junction switch Los Banos main track and eastward main track Fresno will be normally lined for eastward main track movements and will operate automatically for eastward trains entering eastward main track from Los Banos main track. Trains should not move from Los Banos main track with color light signal 2046 displaying stop except as provided by the rules.

Westward trains moving to the Los Banos main track will be governed by hand signals from herder as oil buffer spring switch will have to be operated manually for westward movements to the Los Banos main track.

Trains entering or leaving through passenger station tracks designated—Main track—Depot No. 1—Depot No. 2—Depot No. 3—Depot No. 4—Back lead—will be governed by the following:

Westward trains or engines may proceed on signal from yardman at either Kern or Merced Street; eastward trains or engines may proceed on the above mentioned tracks on signal from yardman at either Merced or Kern Street. If no signal is received from yardman, train or engine must stop and be preceded by flagman before again proceeding, all such movements to be made with caution.

Mojave Yard: First class trains may pass through Mojave Yard without hand signals, providing switches are properly lined for such movement, and will move with caution irrespective of timetable superiority between Signals 3802 and 3811. Inferior trains entering or leaving Mojave Yard must receive green signal unless Yardmaster or his subordinate notifies train that they may enter or leave without green signal.

Trains leaving east end of yard may proceed without signal from herder provided they are notified switches are properly lined.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:

Passenger trains	One long.
Freight trains	One short, one long, one short.

Santa Fe:

Passenger trains	One long, one short.
Freight trains	One long, one short, one long.

RULE D 97 (A). On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

RULE 98. RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lacjac, STOP.
A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
Laton & Western Railway, 1743 feet west of Lillis, STOP.
Laton & Western Railway, 4129 feet west of Lynn, STOP.
A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.
Fresno Interurban Railway, 1771 feet east of Las Palmas.

RULE 104 (A). DERAILERS IN MAIN TRACK:

McKittrick. East wye switch is spring switch and serves as derail.
Porterville. 310 feet east of junction switch on Springville Branch.
Magnesite Branch. 1100 feet east of Bridge 283-F.
Mojave. 230 feet east of junction switch on Owenyo Branch.
Famoso. 168 feet west of junction switch.

RULE 221. Light will not be displayed in train order signals on McKittrick, Clovis, Coalinga, Kerman, Richgrove, Riverdale, Springville, Stratford and Visalia branches, except when train orders are to be delivered.

Trains will not be required to obtain clearance card at Kern Jct. and Bakersfield except when such trains originate or receive orders at these stations.

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

RULE 827. Freight trains must not run more than 40 miles without a stop for inspection: Except, between Bakersfield and Fresno, when in the judgment of the conductor it is safe to do so, run may be made from Bakersfield to Tipton and Tipton to Fresno or vice versa without stopping for train inspection. Inspection will be made at any intermediate stops.

RULE 869. Trainmen will ride on top of trains through yards, entering and leaving terminals, through interlocking plants, also Vincent to Saugus, Vincent to Palmdale, Summit Switch to Mojave, Summit Switch to Bena, Searles to Cantil, McKittrick to Lokern and at other places as instructed by conductor.

RULE 880. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

TRAIN AND AIR INSPECTION

Rule 11 of The Rules and Regulations Governing Care and Operation of Air Brakes and Air Signal Apparatus. This rule must be complied with by trainmen at points where no car inspectors are on duty, and engine or engine crew or train crew is changed on a freight train. In addition the numbers of all cars found with inoperative brakes must be shown on Form 2809 and such cars switched to the rear next ahead of the caboose. If it is necessary to switch any cars to the rear Rule 17 must be complied with.

Rule 16 of the Rules and Regulations Governing Care and Operation, etc.

Passenger Trains: Make running air brake test at Summit Switch and between initial and crossover switch at Vincent. Not necessary to make running test on passenger trains leaving Mojave that have not had the continuity of the brake pipe broken. Eastward Santa Fe passenger trains leaving Kern Jct. will not make running test. Within limits of Fresno Yard, running air brake test will be made only when leaving Fresno.

Freight Trains: Freight trains not stopping at Summit Switch will make running air brake test between wye switches as follows: While working steam, engineer will make a reduction of approximately 7 pounds, waiting for slack to adjust itself and then add about 3 pounds, making total reduction of 10 pounds before releasing.

Conductor will note reduction on caboose gauge and following build up in pressure when brakes are released, then give proceed signal which will be relayed by other trainmen from their portion of the train, providing they note retainers releasing in their vicinity.

If conductor is on the head end, the rear brakeman is held responsible for such observance of the gauge as will insure against danger from closed angle cock or low pressure.

When such observance indicates danger, take every needed precaution as the circumstances warrant.

If releasing of brakes cannot be made at a greater speed than 15 miles per hour, stop and make rear end test.

Westward freight trains that do not have helpers to cut out at Vincent and do not stop there for other operating reasons, will turn up the retaining valves on the first ten cars behind the engine at the east distant signal approaching Vincent, and will make air brake running test between passing track switches as follows:

While working steam and not allowing driver brakes to apply, follow the same procedure as outlined in instructions relative to making the freight train running test at Summit Switch, with the exception that a release may be made at a speed not slower than 8 miles per hour. If train has to stop for any reason, or if speed of at least 8 miles per hour cannot be made at time release is desired, standing air brake test as per Rule 17 of the air brake rules will be made.

On Eastward freight trains not having helpers to cut out or required to stop at Vincent for operating reasons, they will follow the same procedure as outlined in next paragraph above, except that one retaining valve for each 115 M's contained in train will be used. These retaining valves must be turned up at or near west distant signal, the retaining valves on head portion of train to be turned up first.

Rule 17 of The Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus.

Rear end test will be made in accordance with Rules 17 and 17-A of the Air Brake Rules, and this test will also be made at the following places under the conditions hereinafter stated:

Vincent	All trains stopping.
Summit Switch	All trains stopping.
Tehachapi	Westward passenger trains stopping.
Mojave	Freight trains not originating.

Leading engineer will not signal for rear end test on trains having helpers until such helpers indicate by one blast of the whistle that the train is ready for the test.

Retainers will be used on passenger trains as follows:

Westward trains	Tehachapi to Caliente—All retainers

Retainers on all head end cars of eastward passenger trains (except Train No. 56) will be turned up at Summit Switch, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of trains must not exceed 45 miles per hour.

Retainers on all head end cars on Train No. 56 will be turned up at Tehachapi, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of train must not exceed 45 miles per hour.

On trains having not to exceed two head end cars available retainers will be used Cameron to Mojave and Tehachapi to Caliente.

Retainers will be used on freight trains as follows:

Eastward trains	Cameron to Mojave.
Eastward trains	Vincent to Alpine.
Westward trains	Vincent to Harold.
Westward trains	Tehachapi to Tunnel Half.
Westward trains	McKittrick to Lokern.

Eastward Southern Pacific freight trains stopping at Summit Switch will turn up retainers there, and if train brakes are applied a speed of 20 miles per hour must not be exceeded Summit Switch to one mile east of Cameron.

At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and make inspection:

Ravenna.

Marcel Rowen.—Or in making other stops, inspection may be made provided initial run is not to exceed 8 miles, succeeding runs not to exceed 10 miles.

A continuous run of 10 miles will not be made where the run from the last inspection point was less than 7 miles.

Warren.

Owenyo Branch.—Rand.

On freight trains descending grade Tehachapi to Caliente, Cameron to Mojave and Vincent to Lang, one pressure retaining valve must be used for each 115 M's in train. These retaining valves to be used solid on head end of train.

Descending grade between Vincent and Harold, use ten retaining valves on head end of train.

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

Freight trains taking siding where it is necessary for them to open their own switch, and where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes.

Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave. At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train entering siding will be preceded by a flagman.

When block signals located at end of double track at Tehachapi indicate stop, in addition to complying with rule 509, be governed by rules 628 and 663.

Fresno.—Dwarf light signal 2022, located just east of Clinton Avenue, will govern movements of eastward trains from drill track to eastward main track through both crossovers. The normal indication of this signal will be dark with crossover switches lined normal for all tracks. When either switch of crossover east of Clinton Avenue is reversed for crossover movement, signal will indicate stop and both crossovers must be lined for movement from drill track to eastward main track before signal will display proceed indication.

A train must not move from drill track through crossovers to eastward main track with dwarf signal displaying stop, except as provided by the rules.

Exeter.—Dwarf light signal 2565 governs train and engine movements from wye to Exeter main track. Dwarf light signal 2625 located on left side of wye track governs train and engine movements from wye to Visalia branch.

The normal indication of these dwarf signals with derails open is dark. When switch indicators located at derails is at proceed, derail must first be closed at which time the dwarf light signal will indicate stop until main track switch has been lined for movement at which time signal will display proceed indication.

A train or engine must not move from wye to main track with dwarf light signal displaying stop, except as provided by the rules.

Signal 2628 at junction of Visalia branch and Exeter main track governs train movements through siding switch Visalia branch west of junction switch and junction switch to Exeter main track.

This signal will be normally at stop until siding switch Visalia branch west of junction switch and junction switch have been lined for train movement from Visalia branch to Exeter main track when signal will indicate proceed providing Exeter main track is clear in both directions.

A train or engine must not move from Visalia branch to Exeter main track with signal displaying stop, except as provided by the rules.

Bena.—Oil spring switch, operating automatically at end of double track.

"Take Siding Indicator" mounted on mast of block signal 3281. Illuminated letter "S" will indicate to westward trains to take siding.

Dwarf light signals will govern movement of eastward trains to and from siding.

Oil spring switch at east end of siding will operate automatically for eastward trains leaving siding and will have to be thrown by westward trains entering siding.

Oil spring switch at west end of siding will operate automatically for westward trains leaving siding.

Normal position of center switch at west end of siding is for westward trains. Switches will have to be thrown for eastward trains entering siding.

Summit Switch.—Dwarf light automatic signal governs movements of trains from west end siding at Summit Switch to westward main track through crossover. The normal position of this signal with derail open is dark. Where switch indicator located at derail is at proceed, derail must first be closed at which time the dwarf signal will indicate stop, then the main track switches and crossover switches between main tracks must be lined for movement to westward main track before signal will display a proceed indication. A train must not move from siding to main track with dwarf light signal displaying stop except as provided by the rules.

Eric.—Dwarf light automatic signal east leg wye Eric governs movements of trains from east leg of wye Eric to westward main track through crossover.

The normal indication of this signal with derail open is dark. When switch indicator located at derail is at proceed, derail must first be closed, at which time the dwarf signal will indicate stop, then main track switch and crossover switches between main tracks must be lined for movement to eastward main track before signal will display a proceed indication. A train must not move from wye to main track with the dwarf signal displaying stop, except as provided by the rules.

Searles.—Automatic block signals 4277 and 4268, located at east and west end of Tunnel 29 at Searles.

Knife switches have been installed in relay boxes located at these signals for use of operators of motor cars passing through tunnel.

Motor cars should stop and if signal indicates proceed, switch in box should be thrown to reverse position which will place signals at stop before entering tunnel. After passing through tunnel, stop must be made at signal and knife switch thrown to reverse position, which will clear signals.

INTERLOCKING

FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Clovis Branch

For main track, one long whistle (———).

To or from spur track, one long and one short whistle (——— o).

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Exeter main track

One long whistle (———).

CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (——— 0 ———).

Westward trains, one long whistle for crossing and for double track (———).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

HANFORD TOWER—A. T. & S. F. Crossing 0.3 miles west of Hanford

One long whistle (———).

TULARE TOWER—A. T. & S. F. Crossing 0.3 mile west of Tulare

One long whistle (———).

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track, one long whistle (———).

For movement over crossing on siding, one long, one short and one long whistle (——— o ———).

From S. P. to A. T. & S. F. main track, one long and one short whistle (——o).

Between main track and transfer track, one short, one long and one short whistle (o ——— o).

No. 1 track, two short, one long and one short whistles (o o——— o).

Eastward main track signals are semi-automatic.

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green	Westward track to S. P. single track.
Yellow	To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green	Eastward main track.
Yellow	Against current of traffic.

Transfer tracks have pipe connected derails to main track (transfer switch).

INTERLOCKING—Continued

FRESNO YARD

Interlocking limits will extend on main track from eastward interlocking signal 650 feet west of Biola Junction switch to westward interlocking signal located 850 feet east of Biola Junction switch and on the Biola Branch to eastward interlocking signal 500 feet west of Junction switch and on No. 1 drill track to dwarf light signal on 7½ foot mast 50 ft. east of derail west end No. 1 drill track. Interlocking limits at west switch No. 2 drill track extend from eastward interlocking dward light signal located 50 feet west of this switch to westward interlocking dwarf light signals located on No. 1 and No. 2 drill tracks just east of Ashland Avenue, Fresno Yard. The drill track between eastward dwarf light signal just west of west switch No. 2 drill track to westward dwarf light signal west end No. 1 drill track is not protected by the interlocking.

Dual control switch machines will be installed as follows: Biola Junction switch. Derail located on Biola Branch 450 feet from Junction switch. Main track switch and derail west end No. 1 drill track and west switch No. 2 drill track Fresno Yard. These switches will be operated from interlocker house located near east end Muscatel Siding.

Westward movement from No. 1 drill track governed by three indication dwarf light signal on mast located 50 feet east of derail on west end drill track. Green indication governs movement westward on main track, yellow indication to Biola Branch. All other signals will display indications in accordance with Transportation Rules 601 to 604-A, inclusive.

Movement over No. 2 drill track switch governed by two indication dwarf light signals located east and west of this switch.

Trains stopped by signals will communicate with signal operator by telephones located in concrete battery houses at Biola Junction switch and on south side of main track opposite No. 2 drill track switch and be governed by his instructions.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone booths.

TEHACHAPI

Main track movements (to or from double track) one long whistle (——).

No. 1 siding, one short, one long and one short whistle (0 —— 0).

CALIENTE, ALLARD, BEALVILLE, CLIFF, WOODFORD, MARCEL

The east and west switches of sidings at Caliente, Bealville, Cliff, Woodford, Marcel and the east switch of siding at Allard are interlocked and controlled from Telegraph office. All other switches will remain hand throw. The switch and signals at Allard and Cliff are controlled by the plant at Bealville.

Interlocking limits extend on main track from the eastward signal, located fifty (50) feet west of the west switch, to the westward signal, located fifty (50) feet east of the east switch at Caliente, Woodford and Marcel, and on both main track and siding at Woodford and at Bealville from the eastward signal, located fifty (50) feet west of the west switch Allard to westward signal, located fifty (50) feet east of the east switch Cliff. All signals within these limits are interlocking, except signals 3412 and 3417, which are automatic. Rule 628 is modified to permit movement to be made past inoperative interlocking signal on telephone authority from signal operator, in lieu of hand signals, and train and engine men must assure themselves that switches are properly lined for the desired route.

When the eastbound interlocking signals east end Bealville or the westbound interlocking signals west end Cliff are inoperative, trains must be preceded by flagman to the next signal.

Semaphore signals will govern main track movements and dwarf light signals will govern movements to and from sidings. At Woodford additional dwarf light signals are located near middle of siding governing siding movements.

Trains stopped by signals must communicate with signal operator by telephone located in telephone booths at east and west switches and be governed by his instructions. Additional telephones are provided at derail west end house track Woodford, and at derail of house track extension at Caliente. If instructed by signal operator to throw interlocked switch by hand, follow instructions posted in telephone booth.

The member of crew cranking switch over, after receiving permission from signal operator, must notify rear member of his crew in order that switch will be returned to normal position, or remain at switch and return it to normal position, unless instructed by signal operator to leave switch open.

When for any reason, proceed indication of an interlocking signal cannot be acted upon at once signal operator must immediately be notified.

Trains or engines entering main track, except where fixed signals govern movement, must receive authority from signal operator then may proceed with caution, not exceeding twelve (12) miles per hour to next signal, except helper engines to cut into train standing on main track at Caliente.

At Caliente, Bealville and Marcel the siding next to main track will be known as eastward siding, adjoining track will be known as westward siding. Inside siding switches are oil spring switches and normal position is for train entering siding. Trains entering siding past an inoperative signal must assure themselves this switch is properly lined.

At Cliff, Spur switch west end siding will be hand operated and trains must not enter or leave spur except on telephone authority from signal operator at Bealville.

At Woodford "Take Siding Indicator" mounted on mast of westward interlocking signal will govern westward trains that are to use house track.

When westward third class and extra trains are given main track at Allard, and are unable to proceed further ahead of superior trains in the same direction, they will immediately advise the signal operator at Bealville.

INTERLOCKING—Concluded

Trains entering sidings at Caliente, Bealville and Marcel will stop clear of adjacent siding unless a proceed signal is indicated in light signal governing the movement to main track.

GENERAL

For movement against crrent of traffic on double track, give one short and two long whistles (o ——— ———).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one short, two long and one short whistle should be sounded (o ——— ——— o).

STAFF SYSTEM

Trains will be operated by Staff System between Pinedale Junction and Friant. Staff machines are located at Pinedale Junction, Gordon and Friant. Staff rules govern.

Possession of staff from one machine authorizes train movement only to next machine. If unable to secure staff from machine, trains will, after waiting 15 minutes, send flagman ahead, and after waiting at least five minutes, follow to next staff machine, keeping at least one fourth mile behind flagman.

MISCELLANEOUS

1. Rear brakemen in Freight and Passenger Service shall have had at least one year's experience, which shall be interpreted as meaning service as a brakeman on road or roads operating under standard rules.

2. When taking water with a freight train of twenty or more cars, engine must be detached before reaching water column, except as follows:

All points on the Valley district		Lancaster........	Eastward trains
Caliente.........	Eastward trains	Ravenna.........	Westward trains
Woodford........	Eastward trains	Lang..	Westward trains

In freight service with over 30 cars where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, locomotive must be cut off before spotting at column.

3. 4100 class locomotives taking water at east column at eastward siding at Caliente will not clear train entering westward siding.

Water supply at Marcel is for emergency use only. Tank spout is locked.

4. Helpers will cut out at Vincent unless otherwise instructed.

Helper engines cutting out of eastward trains at Summit Switch, enter wye from east leg.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

5. Helpers must be cut in ahead of rear end cars.

6. **Fresno**—Trains from Clovis Branch and Exeter main track stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter—Eastward trains stop at "stop" board at junction with Exeter main track.

7. **Goshen Jct.**—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

8. At Vincent siding next to main track will be known as eastward siding; back track will be known as westward siding.

9. At Rowen the siding east of the crossovers will be known as the westward siding, the one west of the crossovers as the eastward siding.

Trains using other than the designated siding, unless authorized by the dispatcher, must be preceded by a flagman.

10. House track at Woodford must not be used for setting out or storing of cars.

11. Tracks at following stations must not be used by engines larger than consolidation type. Spurs at Bena, Caliente, Cable, Gypsite, Toby, Garlock Wye and sidings at Toby, Goler, Rand and Teagle.

When switching the west end of Saltdale, with F-4 and F-5 type engines, hold onto sufficient number of cars to prevent engine from going beyond frog. The decline from main track to siding is too abrupt for this type of engines.

12. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding.

13. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 2.

14. Train movements on Richgrove-Jovista Line will not be authorized by train orders. Trains using this line will do so under flag protection.

Flagman will be left at Richgrove with instructions to hold all other trains desiring to use this track until return of his train.

15. Night signals will be displayed through all tunnels.

16. West switch Ivanhoe is located 790 feet east of Ivanhoe station sign.

17. Engines heavier than large Moguls will not be permitted east of east switch Crump. Flanges of engines proceeding farther must be thoroughly oiled before moving around curves.

Engines larger than small Moguls will not be run between Hardwick and River dale. Engines larger than Moguls will not use spur at Maltermoro.

18. Blow off cocks, sanders or injectors must not be used and boosters not started passing over oil buffer spring switches.

19. No train, engine, car or motor shall be stored within 100 feet of either property line of County Road crossing or Alfred Ice Cream Co. track at Tipton, unless the crossing is protected by a human flagman.

20. Switching movement from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on grade where such siding is unprotected by derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. Whenever possible, when switching on heavy grades, engine should be kept on down hill side of cars being handled, or such switching moves be made against a derailer.

21. To avoid congestion in the vicinity of Kern Junction Tower and delays in getting engines to roundhouse, indicators and markers will be displayed until engines arrive on the inbound track at the roundhouse.

22. To expedite movement of relief trains out of terminals, crews for relief trains report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

23. Engines will not be left on No. 1 Track at Tehachapi while crews are eating. When engines are left with no one attending, the reverse lever will be left in the extreme back motion, cylinder cocks will be left open, independent brake valve or straight air valve will be left in service position, noting amount of brake cylinder pressure before leaving the engine. No crew will leave their engine, for the purpose of eating, before engine has come to rest, in the clear, and, when engine or engines are left alone, tank brakes should also be set in addition to independent brakes.

This will apply at other points where similar conditions exist.

24. Following will govern the handling of switches for the center sidings at Warren and Monolith:

Westward Trains—Heading in.

Switches will be handled in following sequence:

1. Westward main line switch.
2. Center siding switch.
3. Derailing switch.

After Train is in siding.

1. Westward main line switch.
2. Derailing switch.
3. Center siding switch.

Eastward Trains.

Switches will be handled in normal manner.

25. It should be understood that Rule 825 requires that Conductors, when leaving cars on tracks designated as passing sidings, or principally used as such, and leaving the station because of making a side trip, or proceeding on their straight-away trip, or are released to avoid violation of the Hours-of-Service Law, or are otherwise released from duty, shall advise Chief Train Dispatcher promptly at first available train order office. Such requirements will not apply when train occupies siding while crew is switching at that station or at terminal yards.

Rule 825 does not supersede Rule 105 requiring trains entering sidings to proceed with caution, or any special instructions in the time-table.

26. On engines equipped with rear foot-boards, where water connections are not in use, hose should be disconnected and placed on tender of engine in place provided.

Engineer will see that this is done in all cases.

27. When the head end of a train misses their train orders and clearance, as office is passed, operator will not make delivery to the rear end but will make every effort to stop the train by giving stop signals. In case either end of the train misses the orders or clearance card, operator will notify dspatcher and make telegraphic report to Superintendent and Trainmaster.

28. Occupied outfit cars must not be switched unless air brakes be cut in, and must not be detached while in motion. Cars must not be kicked or dropped against occupied outfit cars. Cars to be coupled to occupied outfit cars must have air brakes cut in.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR SHOWN BELOW

Page	BETWEEN	Passenger			Freight	
		Maximum	With Mt. 1, 2, 3, 4, 5 Santa Fe Mt. Type	With Santa Fe 3800 Type F-1, 3, 4, 5, 6 SP-1, 2, 3 AC-1, 2, 3, 4, 5, 6	Freight and Mixed Maximum	Engines Backing With or Without Cars
2	Biola Jct. and Clinton Ave. Fresno	50	50	45	35	20
2	Clinton Ave. and north city limits of Fresno	20	20	20	20	20
2-3-7	Fresno within city limits	15	15	15	10	10
2-3-7	Fresno and Calwa Tower, Blossoma and Barton outside city limits	30	30	30	15	10
2	Calwa Tower and Goshen Jct.	50	50	45	35	20
2	Goshen Jct. and Tipton	60	60	45	35	20
2	Tipton and Mile Post 310	60	60	45	40	20
2-4	Mile Post 310 and Mile Post 314.4	35	35	35	20	20
3	Blossoma and Famoso	45	......	......	30	20
4	Mile Post 314.4 and one mile west of Ilmon	50	50	45	40	20
4	One mile west of Ilmon and one mile west of Tehachapi	30	28	25	20	15
4	One mile west of Tehachapi and one mile east of Cameron	50	50	45	35	20
4	One mile east of Cameron and Mojave	45	45	45	20	20
5	Mojave and Palmdale	45	45	45	35	20
5	Palmdale and Mile Post 417	50	50	45	35	20
5	Mile Post 417 and Lang	30	28	25	20	15
5	Lang and Saugus	30	28	25	22	15
6	Armona and Crump	25	......	......	25	20
6	Kerman and Goshen Jct.	30	......	......	30	20
6	Goshen Jct. and Exeter	40	......	......	30	20
6	Oil Junction and Oil City	15	......	......	15	......
6	Ingle and one mile west of Riverdale	25	......	......	25	20
6	One mile west of Riverdale and Hardwick	15	......	......	15	20
7	Barton and Gordon	25	......	......	25	20
7	Gordon and Friant	18	......	......	18	15
7	Rossi and Stratford	15	......	......	15	15
7	Porterville and Springville	15	......	......	15	10
7	Richgrove and Jovista	25	......	......	25	20
8	Kern Junction and Mile Post 354½	25	......	......	25	20
8	Mile Post 354½ and Olig	20	......	......	20	15
8	Magunden and Arvin	25	......	......	25	20
8	Mojave and Owenyo	40	......	......	30	20

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Running Backward
2-3-7	Fresno, along or across street crossings	8	8	8
2	Fowler, between 5 A. M. and 11 P. M.	20	20	20
2	Selma, between 5 A. M. and 11 P. M.	20	20	20
2	Kingsburg, between 4 A. M. and 11 P. M.	20	20	20
2	Tulare, between 5 A. M. and 11 P. M	20	20	20
3	Reedley, between 5 A. M. and 11 P. M.	20	20	20
3	Exeter, between 5 A. M. and 11 P. M.	20	20	20
3	Lindsay, between 5 A. M. and 11 P. M.	20	20	20
3	Porterville, between 5 A. M. and 11 P. M.	20	20	20
6	Hanford, between 5 A. M. and 11 P. M.	20	20	20
6	Visalia	15	15	15
2-4-8	Bakersfield, within city limits over street crossings	20	20	20

OTHER MAXIMUM SPEEDS

Subject to Speed Restrictions

	M.P.H.
Mikado, F-1 type and Consolidation engines	45
F-3, F-4, F-5, SP-1, 2, 3 and Santa Fe 3800 type engines, backward movement over switch turnouts	8
AC, M.M. (except where freight speed is less, be governed thereby)	40
Yard engines (except where freight speed is less, be governed thereby)	20
Engines equipped with tenders having water capacity 7000 gallons or less, except classes 70-R-1 and 70-SC-1	50
Engines equipped with tenders having water capacity in excess of 7000 gallons and including classes 70-R-1 and 70-SC-1	60
Engines with main rod only removed	30
Engines with side rods only removed	30
Engines with both main and side rods removed	20

SPEED RESTRICTIONS

Trains must not exceed 20 miles per hour over Fresno Traction Company crossing Olive Avenue, Fresno, and 20 miles per hour over facing oil buffer switch Clinton Ave., Fresno.

Trains must not exceed 35 miles per hour through Goshen Junction Yard.

Passenger trains must not exceed 40 miles per hour and freight trains 35 miles per hour over A. T. & S. F. crossing at Tulare.

Passenger trains must not exceed 35 miles per hour and freight trains 25 miles per hour on curve west of Sanger—Mile Post 218.54 and Mile Post 218.74. Passenger trains must not exceed 30 miles per hour and freight trains 20 miles per hour on curve west of Orris.

Speed of 35 miles per hour is permitted westward freight trains Mojave to one mile east of Cameron.

Passenger trains must not exceed 15 miles per hour and freight trains 10 miles per hour between Standard Oil switch and extreme east switch Mojave Yard.

Speed of westward freight trains is restricted to 22 miles per hour from Mile Post 417 to Palmdale.

Trains must not exceed 20 miles per hour on curves between Huron and Turk, 15 miles per hour over trestle at Mile Post 267.6 and 8 miles per hour between Crump and end of track.

Passenger trains must not exceed 30 miles per hour and freight trains 20 miles per hour on curve at Ambler.

Trains must not exceed 12 miles per hour on curves Springville, Magesite and Pernu branches and 15 miles per hour on curves Richgrove branch.

Trains must not exceed 18 miles per hour on curves between Barton and Maltermoro and 15 miles per hour over Fresno Interurban tracks at Las Palmas.

Trains must not exceed 20 miles per hour on first curve east of Lokern and trains with large loaded oil cars must not exceed 15 miles per hour between Olig and Mile Post 354½.

Trains must not exceed 15 miles per hour on curves Arvin branch.

Passenger trains must not exceed 30 miles per hour and freight trains 18 miles per hour on the following curves between Mojave and Owenyo:

Curve between M. P. 422.91 and M. P. 423.19.

Curve between M. P. 433.57 and M. P. 433.93.

Curve between M. P. 466.98 and M. P. 467.72.

Trains must not exceed 10 miles per hour over east leg of wye at Exeter.

When interlocking signals at Caliente, Allard, Bealville, Woodford and Marcel indicate proceed trains may run at speed and through other interlocking plants with caution.

Trains must not exceed 30 miles per hour through turnout of double track just west of Calwa Tower. Westward trains must not exceed 20 miles per hour and eastward trains 30 miles per hour end of double track at Bena. Eastward trains must not exceed 30 miles per hour oil spring switch west end of Tehachapi. Through other crossovers and turnouts trains must not exceed 8 miles per hour.

The speed of F-4 and F-5 type engines between Mojave and Searles is restricted to 25 miles per hour.

On sidings in territory between Bakersfield and Saugus trains will run with caution, not exceeding ten miles per hour.

Between one mile east of Cameron and Mojave yard all engines running light are permitted a speed of 25 miles per hour. In other territories engines running light must not exceed freight train speed, except F-1 and lighter engines may run 25 miles per hour where freight speed is 20 or 22 miles per hour.

Trains handling relief outfit must not exceed 25 miles per hour on main track Exeter and Kerman, Fresno and Famoso, via Sanger, 15 miles per hour over other lines and 15 miles per hour on curves of 5 degrees and over. Where freight speed is less, be governed thereby.

No. 25 will not make up any time on its schedule between Tehachapi and Ilmon.

When locomotive Cranes, of the type SPMW 3636, are placed in trains, they must be handled with the heavy end forward, except where it is impossible to turn them, in which case they may be turned at the first available point.

In isolated cases, where it becomes absolutely necessary to handle these cranes with the light end forward, extreme care must be exercised and speed of 25 miles per hour not exceeded.

Train No. 26 will reduce speed to ten (10) miles per hour when passing passenger stations at Tulare and Delano on Sunday mornings to permit dispatch of newspapers at these points.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a). Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b). Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPECIAL INSTRUCTIONS—Concluded

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	....	....
" —66 ft.	127,610	....	....
" —70 ft.	122,620	....	....
" —70 ft. (With Auto. End Door)	125,800	....	....
" —(Dynamo)	98,730	....	....
"	....	87,120	81,120
Baggage and Mail—60 ft.	103,620	....	....
" " " —69 ft.	124,760	....	....
" " " —70 ft.	129,140	....	....
" " "	....	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express Refr.—N.P.Ry.	....	74,000	60,000
" " —G.N.Ry.	....	....	70,000
" " —A.R.E. No. 40- 154	....	78,000	....
" " — " " 155- 224	....	89,000	....
" " — " " 500- 506	....	110,000	....
" " — " " 1101-1175	....	85,000	....
" " —P.F.E. " 500- 799	....	83,000	....
Tea and Silk	....	....	48,180
Express, Horse	133,050	....	81,033
Postal	112,120	....	....
Postal Storage—40 ft.	74,530	....	....
" " —60 ft.	105,120	....	....
Club	146,210	122,300	....
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	....	84,740
" —74 ft.	163,900	....	....
Coaches—60 ft.	98,130	....	....
" —70 ft.	137,640	....	....
" —72 ft.	139,660	....	....
" —73 ft.	148,040	....	....
" —72 ft. (Interurban)	120,000	....	....
"	....	....	81,210
All-Day Lunch—Chair	105,970	....	....
" " —Coach	103,875	....	....
Cafe Coach	....	138,600	....
Diner—70 ft.	....	135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft. (Arch Type Roof)	156,000	....	....
" —77 ft. (Clere Story Roof)	161,520	165,530	....
" —79 ft.	169,100	....	....
" —80 ft.	175,200	....	....
Cafe Parlor	148,950	161,200	....
Lounge	173,000	....	....
Observation—75 ft.	154,400	....	....
" —77 ft.	173,300	....	....
"	....	141,870	121,300
Pullman—Observation	164,600	153,000	....
" —Observation Lounge	171,200	....	....
" —Lounge	168,700	....	....
" —Parlor	155,600	147,500	....
" —Bedroom Car	167,600	....	....
" —Standard Sleeper	164,600	144,000	....
" —Tourist	140,600	133,000	....
Rail Car—Gas-Electric, 400 H.P.	158,400	....	....
" " —Gas-Electric, 600 H.P.	167,200	....	....
" " —McKeen—55 ft.	64,140	....	....
" " — " —70 ft.	71,530	....	....
Observation (Open Top)	....	....	62,000

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description	
	Fresno-Saugus—Main Track		
205.5	Fresno Shop Yard	Water tank spout	Side
205.5	Fresno	Pullman shed	Side
220.7	Selma	Libby-McNeill & Libby	Side
313.2	Bakersfield, east end Round House lead	Water column	Side
313.2	Bakersfield Emergency Column No. 4	Water column	Side
313.2	Bakersfield, roundhouse turnout tracks	Sandhouse	Side and Overhead
313.2	Bakersfield	P F E ice dock	Side
313.2	Bakersfield	Pullman shed	Side
313.2	Bakersfield	Wheel unloading crane	Overhead
313.2	Bakersfield	Coal house at store	Side
313.2	Bakersfield	Air pump house	Side
313.2	Bakersfield	Gravel Bunkers, Gravel Pit	Side and Overhead
340.5	Bealville	Water tank spout	Side
354.2	Marcel	Water tank spout	Side
434.8	East of Russ	Tunnel 17½	Overhead
434.8	East of Russ	Water flume	Overhead
435.5	East of Russ	1st bridge, Santa Clara river	Side
435.9	East of Russ	3rd bridge, Stanta Clara river	Overhead
436.1	East of Russ	4th bridge, Santa Clara river	Side and Overhead
436.3	East of Russ	5th bridge, Santa Clara river	Side and Overhead
436.8	East of Russ	7th bridge, Santa Clara river	Side and Overhead
436.9	East of Russ	8th bridge, Santa Clara river	Side and Overhead
437.4	East of Russ	10th bridge, Santa Clara river	Side and Overhead
437.0	East of Russ	Tunnel 18	Overhead
439.5	East of Lang	Tunnel 20	Overhead
440.1	East of Lang	Tunnel 21	Overhead
441.5	East of Lang	Tunnel 22	Overhead
445.3	East of Humphreys	Tunnel 23	Overhead
449.7	East of Honby	Tunnel 24	Overhead
	Fresno-Famoso via Porterville		
205.5	Fresno	S. J. L. & P. Corp. plant	Side and Overhead
225.3	Fargo	Pepper Fruit Co.	Side
257.4	Exeter	Water tank spout	Side
257.4	Exeter	Visalia Electric Carhouse Doorways	Side
	Goshen Jct.-Coalinga-Kerman		
229.1	Armona	Water tank spout	Side
244.1	Stratford	Water tank spout	Side
268.4	Coalinga	Water tank spout	Side
	Fresno-Friant		
205.5	Fresno	Alley Drill Track, Fulton	Side
217.4	Clovis	Water tank spout	Side
	Bakersfield-Olig		
328.4	Stevens	Water tank spout	Side
345.4	Kilowatt	Power House	Overhead and Side
	Mojave-Owenyo		
402.5	Cantil	Water tank spout	Side
426.8	East of Teagle	Tunnel 29	Overhead
484.1	Haiwee	Water tank spout	Side
523.0	Owenyo	Highline trestle on Calif. Alkali Co. Spur	Overhead and Side

Employes are warned that it is dangerous to ride on top or sides of cars at above-mentioned points. Employes must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. W. B. Coffey	Manager and Chief Surgeon	San Francisco, Cal.
Dr. J. D. Morgan	District Surgeon	Fresno, Cal.
Dr. Chas. A. James,	Asst. District Surgeon	Fresno, Cal.
Dr. D. H. Trowbridge	Oculist and Aurist	Fresno, Cal.
Dr. J. D. Wagner	Emergency Surgeon	Selma, Cal.
Dr. W. H. Nielson	District Surgeon	Fowler, Cal.
Dr. E. C. Halley	District Surgeon	Sanger, Cal.
Dr. G. A. Hawkins	District Surgeon	Reedley, Cal.
Dr. D. C. Fowler	District Surgeon	Exeter, Cal.
Dr. L. L. Seligman	District Surgeon	Dinuba, Cal.
Dr. O. A. Olson	District Surgeon	Kingsburg, Cal.
Dr. M. S. McMurtry	Emergency Surgeon	Clovis, Cal.
Dr. R. N. Fuller	District Surgeon	Tulare, Cal.
Dr. J. Seiberth	District Surgeon	Pixley, Cal.
Dr. Henry A Rivin	District Surgeon	Delano, Cal.
Dr. W. B. Smith	District Surgeon	Delano, Cal.
Dr. F. R. Guido	District Surgeon	Visalia, Cal.
Dr. C. T. Rosson	District Surgeon	Hanford, Cal.
Dr. J. C. Drake	District Surgeon	Kerman, Cal.
Dr. Geo. A. Meracle	Emergency Surgeon	Caruthers, Cal.
Dr. Wm. P. Byron	District Surgeon	Lemoore, Cal.
Dr. G. T. Mountford	District Surgeon	Coalinga, Cal.
Dr. P. S. Barber	District Surgeon	Porterville, Cal.
Dr. W. W. Tourtillott	Assoc. District Surgeon	Porterville, Cal.
Dr. H. D. R. Shoemaker	District Surgeon	Lindsay, Cal.
Dr. A. I. Fraser	Division Surgeon	Bakersfield, Cal.
Dr. H. N. Bell	District Surgeon	Bakersfield, Cal.
Dr. N. N. Brown	Consulting Surgeon	Bakersfield, Cal.
Dr David N. Bacon	Oculist and Aurist	Bakersfield, Cal.
Dr. E. A. Shaper	District Surgeon	Woodford, Cal.
Dr. R. G. Doupe	District Surgeon	Tehachapi, Cal.
Dr. C. C. Warner	District Surgeon	Mojave, Cal.
Dr. M. A. Williamson	District Surgeon	Lone Pine, Cal.
Dr. Harvey Crook	District Surgeon	Bishop, Cal.
Dr. B. E. Nicola	District Surgeon	Independence, Cal.
Dr. William L. Denton	Emergency Surgeon	Randsburg, Cal.
Dr. S. H Savage	District Surgeon	Lancaster, Cal.
Dr. F. P. Brockett	District Surgeon	Palmdale, Cal.
Dr. J. E. Wheat	District Surgeon	San Fernando, Cal.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITAL STRETCHERS

- FRESNO
  - BAGGAGE ROOM
  - STORE ROOM
  - RELIEF TRAIN
- MOJAVE
  - BAGGAGE ROOM
  - RELIEF TRAIN
  - CAR SHOPS
- GOSHEN JUNCTION
- SAUGUS
- BAKERSFIELD
  - BAGGAGE ROOM
  - EMERGENCY HOSPITAL
  - RELIEF TRAIN
  - CAR SHOPS
  - MACHINE SHOPS
- EXETER
- PORTERVILLE
- COALINGA
- HANFORD
- OWENYO
- TEHACHAPI

LOCATION OF HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	BAKERSFIELD
WHITE MEMORIAL HOSPITAL	LOS ANGELES

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno via Goshen Jct. Bakersfield and Kerman via Armona. Rosamond, Lancaster. (See note)	Famoso and Fresno, via Exeter	Bakersfield to Mojave	Saugus to Bakersfield	Mojave to Saugus
E-5	E-69 18/24 69	1387	165	2430	2050	300	360	400
E-23	E-73 20/24-101-S	1433 to 1458	190	3310	2900	430	510	570
E-23	E-73 20/24 92							
E-24	E-69 18/26 74	1464 to 1467, 1469	165	2670	2100	320	390	440
E-27	E-73 20/26 113-S	1526 to 1540	210	4030	3300	540	640	710
M-4	M-63 20/28 135-S	1615 to 1719	190	4270	3400	630	730	810
M-4	M-63 20/28 126							
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	4150	790	920	1020
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803						
M-9	M-63 21/28 150-S	1804 to 1822	210	5540	4400	850	990	1090
T-16	T-57 18/24 85	2039, 2040, 2073, 2082, 2095	165	2880	2300	400	480	530
T-10	T-57 18/24 86	2137 to 2151	160	2770	2200	380	450	500
T-9	T-57 18/24 92	2170, 2172	170	3190	2350	420	490	550
T-3	T-69 20/26 113	2215 to 2219	180	3510	2850	470	550	620
T-2	T-63 19/24 105	2221 to 2230	160	2810	2300	360	430	470
T-1	T-63 20/26 112	2235 to 2273	180	3840	3050	560	660	730
T-25	T-69 20/28 134	2275 to 2280	200	4230	3450	590	690	770
T-23	T-63 21/28 148-S	2301 to 2310	210	5560	4400	870	1000	1010
T-23	T-63 21/28 145-SF							
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	6060	4800	930	1080	1190
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	5850	5000	900	1050	1150
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	5010	4050	700	820	910
P-6	P-77 25/28 172-S	2453 to 2458	200	6150	5050	880	1030	1150
P-10	P-73 25/30 181-SF	2478 to 2483	200	6830	5450	940	1110	1240
P-10	P-73 25/30 183/B-63-SF	2484 to 2491	200	7140	5950	960	1130	1270
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	6660	5200	1030	1200	1320
C-9, 10	C-57 22/30 194-S							
C-8	C-57 22/30 192-S	2698 to 2749, 2751						
C-5	C-57 22/30 187-S	2624 to 2679						
C-5	C-57 22/30 185-S	2680 to 2693						
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3970	3350	500	600	670
A-3	A-81 20/28 116/B-59-S	3025 to 3040, 3042 to 3071	210	4200	3600	550	660	760
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	8000	6700	1300	1500	1650
F-1	F-63 27½/32 273-S	3600 to 3652	200	8000	7600	1530	1770	1950
F-4, 5	F-63 29½/32-306/B-61-SF	3668 to 3763	200	8000	8000	1800	2000	2300
F-5	F-63 29½/32-306/B-62-SF	3764 to 3768						
AC-4	AC-63 $\frac{24-24}{32}$ 475-SF	4100 to 4109	235	8000	8000	2500	2900	3200
AC-5	AC-63 $\frac{24-24}{32}$ 483-SF	4110 to 4125						
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	8000	7900	1340	1570	1740
SP-1	SP-63 $\frac{25}{28}$-32 316/B-60-SF	5000 to 5015	225	8000	8000	2000	2350	2600
SP-2, 3	SP-63 $\frac{25}{28}$-32 317/B-61-SF	5016 to 5048						
Allowance for empty and underloaded cars		Less than 40 M's		6	6	3	3	3
		40 to 50 M's		3	3	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheeler
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

NOTE—Ratings of thru trains east will be those shown for Mojave to Saugus to avoid filling out at Rosamond.

Ratings of thru trains west will be those shown for Saugus to Bakersfield to avoid filling out at Lancaster.

Main Lines				
End Western Division to Goshen Jct.	C. P. Ry.		40.10	
Goshen Jct. to Saugus	S. P. R. R.		210.99	
Fresno to Famoso via Exeter	S. P. R. R.		103.95	
Total Main Lines				355.04
Branches				
Arvin	S. P. Co.	Magunden to Arvin	16.89	
McKittrick	S. P. R. R.	Bakersfield to Olig	50.07	
Clovis	S. P. R. R.	Fresno to Friant	24.14	
Coalinga	S. P. R. R.	Armona to Crump	43.08	
Fresno Interurban	F. I. Ry.	Barton Transfer to Hammond 2.29 Barton Transfer to Belmont Ave. 14.60	16.89	
Kerman	S. P. R. R.	Kerman to Goshen Jct. via Armona	51.37	
Magnesite	P. N. E. Ry.	Magnesite Jct. to Magnesite	2.44	
Minkler Southern	A.T.&S.F.Ry.	Porterville to Ducor	12.53	
Oil City	S. P. R. R.	Oil Junction to Oil City	6.76	
Owenyo	C. P. Ry.	Mojave to Owenyo	143.15	
Pernu	P. N. E. Ry.	Pernu Junction to Pernu	1.48	
Richgrove	S. P. R. R.	Richgrove to Jovista	4.16	
Riverdale	S. P. R. R.	Hardwick to Ingle	42.15	
Springville	P. N. E. Ry.	Porterville (Olive St.) to Springville	15.83	
Stratford	S. P. R. R.	Rossi to Stratford	8.93	
Visalia	S. P. R. R.	Goshen Junction to Exeter	16.76	
Total Branches				456.63
Total San Joaquin Division				811.67

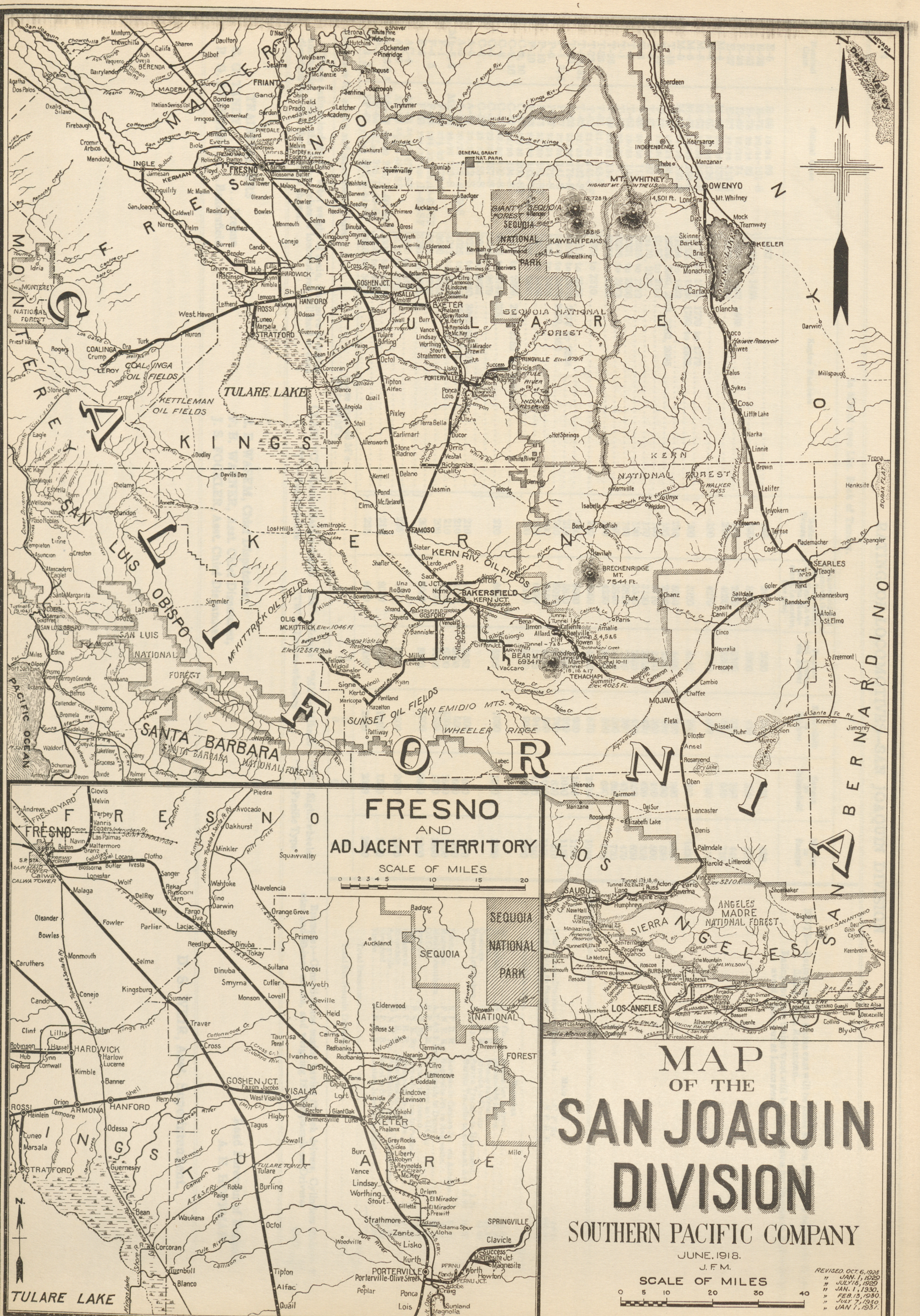
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $\text{C-57}\frac{22}{30}\text{187}$

TRAINMASTERS
C. G. TANDY.............Fresno
R. G. PROSOLE.......Bakersfield

E. F. WASEM, Chief Dispatcher,
F. B. WARNER, Asst. Chief Dispatcher,
J. S. FOCKLER, Asst. Chief Dispatcher.

Road Foreman of Engines,
A. H. HOFFMAN

D. S. WEIR, Asst. Superintendent.


CALIFORNIA
MADERA
FRESNO
TULARE
KINGS
KERN
INYO
SAN BERNARDINO
LOS ANGELES
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
NEVADA
PACIFIC OCEAN
Death Valley
N.
FRESNO
BAKERSFIELD
KERN JCT.
VISALIA
GOSHEN JCT.
HANFORD
HARDWICK
PORTERVILLE
EXETER
FAMOSO
OIL JCT.
MOJAVE
TEHACHAPI
SAUGUS
LOS ANGELES
PASADENA
BURBANK
SEARLES
OWENYO
KEELER
INDEPENDENCE
COALINGA
STRATFORD
ROSSI
MADERA
FRIANT
SAN LUIS OBISPO
MC KITTRICK
SPRINGVILLE
TULARE LAKE
KETTLEMAN OIL FIELDS
COALINGA OIL FIELDS
KERN RIV. OIL FIELDS
MC KITTRICK OIL FIELDS
SUNSET OIL FIELDS
SAN EMIDIO MTS.
WHEELER RIDGE
SEQUOIA NATIONAL PARK
GIANT FOREST
SEQUOIA NATIONAL FOREST
KERN NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
SAN LUIS NATIONAL FOREST
MONTEREY NATIONAL FOREST
ANGELES NATIONAL FOREST
SIERRA MADRE
GENERAL GRANT NAT. PARK
MT. WHITNEY HIGHEST MT. IN THE U.S. 14,501 Ft.
KAWEAH PEAKS
BRECKENRIDGE MT. 7544 Ft.
BEAR MT. 6934 Ft.
MT. SAN ANTONIO
MT. WILSON
OWENS LAKE
Buena Vista Lake
Tunnel No 29
Tehachapi Summit Elev. 4025 Ft.
Elev. 3210 Ft.
Santa Monica Bay
FRESNO AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
TULARE LAKE

MAP OF THE SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE, 1918.

J. F. M.

SCALE OF MILES

0 5 10 20 30 40

REVISED. OCT. 6, 1928
" JAN. 1, 1929
" JULY 15, 1929
" JAN. 1, 1930.
" FEB. 13, 1930.
" JULY 7, 1930.
" JAN 1, 1931.